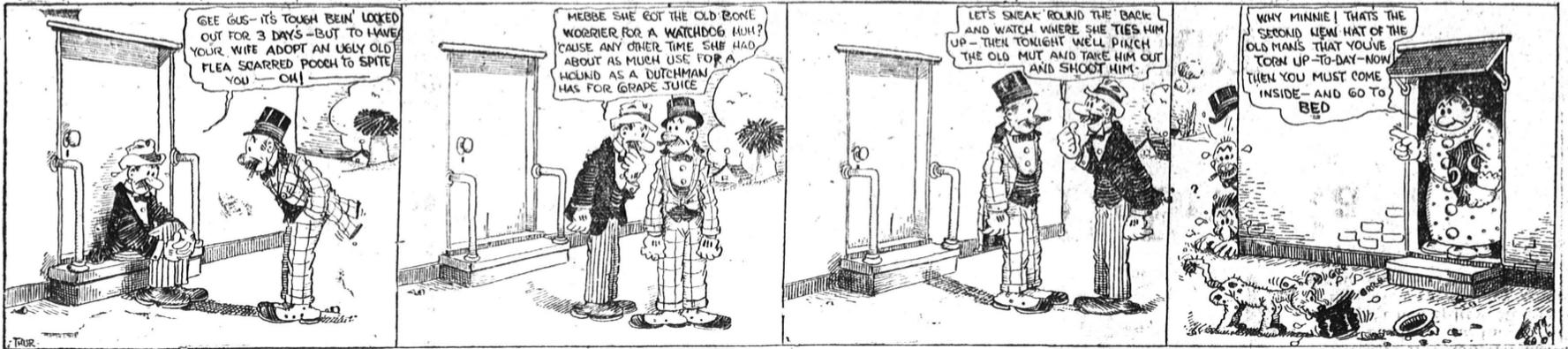


HIT AND RUN—Bull May Have a "Heart" but He Won't Have a "Hat" If This Ratio of Destruction Keeps Up!

BY HITT



Mrs. George Simpson was hostess to friends at bridge Saturday evening at her home on 182nd street.

Including Meals and Berth on YALE and HARVARD To SAN FRANCISCO \$20 round trip—7 day return limit Temporary Sailing Schedule To San Francisco—Mon, Wed. and Fri. from L. A. Harbor at 4 p. m. To San Diego—Every Sunday only at 3 p. m. Boat train leaves P. E. Depot one hour before each sailing \$3.50 Meal SAN DIEGO \$6 round trip—21-day return limit Through connections via Sunset Stages LASSCO LOS ANGELES STEAMSHIP CO. 1444 Narbonne Avenue Tel. Lomita 26 Lomita

TORRANCE NOTES

Mr. and Mrs. D. A. Barnard of Sonoma avenue, have as their houseguests Mr. and Mrs. J. Howard Williams and daughter Gloria of California Hot Springs. Garnet Cook and Bessie Sidebottom of Lomita, were members of a party of sixty employees and friends of the Magnetic Signal Company that took a trip to Forest Home over the weekend. The party had made reservations there, took their own orchestra, and in all enjoyed a wonderful time. Midweek services at the Lutheran church have been changed from Thursday evening to Wednesday evening at 7:30. Rev. George Schuster is starting an intensive study of the books of the New Testament at these mid-week meetings. Joan Neelands, who has suffered a relapse from the "flu" and been confined to her home, is much better and will be able to return to her hospital training work in a few days.

Torrance Phone Office Divided

Division of the Torrance office into two separate departments by the Pacific Telephone and Telegraph Company, firmly established the fact that Torrance is no longer considered a rural community or a "small town" by that company. Prior to this latest move, made the first of the year, the chief operator did all work in the commercial department, as well as, compiled with her duties as executive. However, with the increasing business, and the growing community, it became necessary to divide these duties and form two separate departments, commercial and traffic. Miss Geraldine McDonald was transferred from San Francisco to become manager of the Torrance office. Miss McDonald is to establish here what is known as the "personal contact" method of business. This is the first telephone office in Southern California to adopt this new idea in business, and it is predicted that it will be established in all of the smaller exchanges in the future, and perhaps in the larger ones also. Miss Helma Greenlund, who has been the chief operator here since May 1, 1924, was transferred to San Pedro as evening chief operator. Miss Ruth Greenlund formerly chief operator at Filmore has been installed as Torrance chief and Mrs. Henderson of Lomita transferred to Torrance as evening chief operator. W. G. Moxon, formerly of San Diego is now commercial representative of the San Pedro district office. Miss Ruth Greenlund, as general supervisor, is subject to call to other exchanges of the district. Mrs. Myrtle Chamberlain, acting chief during Miss Ruth's absence from Lomita was in line for promotion as active chief in another exchange but preferred head work in Lomita to promotion elsewhere.

Travelling Evangelist's Car Is Center of Attention in Keystone

KEYSTONE.—The Henry L. Morehouse Memorial Chapel (Car No. 1) is attracting considerable attention at its present location at the Keystone Baptist church on Dolores street between Amelia and Wilmington streets. Rev. John B. Speed, evangelist, who is in charge of the car is conducting services on an evangelist tour at Baptist churches all over Southern California, working under the Southern Baptist Convention. Rev. Speed has proved to be a very interesting speaker at the services here which have been held each night with the exception of Saturdays for the past three weeks and will continue on through this week. He is assisted by the pastor of the church, Rev. Harry B. Tranchell and each night there is special music. There are four of these Chapel cars in use throughout the west. Through the top, immediately in back of the driver's seat and the ice chest is a partition which extends half-way across the body. A sliding door in line with the ice chest is provided in the partition, thus access may be had to the ice chest without interference with the driver. Toward the front of the body, back of the entrance door, are installed two deep-cushioned revolving wicker chairs. Between the two chairs on the wall of the body is hinged a table 28 inches by 25 inches which when in use may be swung up and supported at one end by a leg and at the other by the hinges on the wall. When not used it is replaced against the wall. Immediately back of the rear chair is built a wardrobe 24 inches by 32 inches which has an 18 inch door; on the inside it is equipped

by 32 Estey portable organ. The interior of the car is illuminated by 15-candle power lights. The light brackets are mounted on a rail, on both side walls of the body, above the small stationary windows and near the roof, and are equipped with hot-plume globes. The Henry L. Morehouse Memorial Chapel Car No. 4 was formerly used in Wyoming but has now been set apart for work in Southern California. This car and its tent equipment furnishes a parsonage and church where there is no church but here the car alone is used, being parked on the church lot on Dolores street. The Tremont Temple Baptist church, Boston, Massachusetts provided the cost of an up-to-date tent equipment; the North Baptist Church of Wilmington, Delaware, has provided an Estey collapsible organ for the use of the evangelist and Mrs. Leonard H. Giles, one of the best known Baptist women in Troy, N. Y., has provided the funds for the furpiture, linen and tableware.

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They are fully equipped throughout with living quarters and tent equipment, as follows: They are 26 feet 3 inches long over all, 7 feet 7 inches in width and 9 feet 3 inches from the ground to the top of the roof. The bodies on the inside are 20 feet 2 1/2 inches long, 6 feet 11 inches wide and 6 feet 1 1/2 inches head clearance; and are built on a model 50-A White chassis. Provisions are made for protection against heat by placing a canvas over a five-eighth-inch rod hinged to and extending the full length of the roof. This rod when in use is 12 feet above the roof. The sides are held in position by tent poles, allowing the air to circulate around the entire car. When not in use it is rolled down against the roof. In the roof are mounted three Bus Ventilators which have shutters on the interior, thus giving ample ventilation throughout the entire car. Across the front of the body immediately underneath the roof is an illuminated sign having the name and number of the car. There on each side of this sign box are mounted driving lights. In the rear and underneath the body a tow hook is provided to which a trailer is attached. The trailer is provided to carry the tent, tent-poles, stakes, etc. On the rear end and underneath the roof is mounted a 36 inch by 70 inch platform. This platform is constructed to work on a slide, so that when it is required it may be withdrawn from underneath the body; the platform is then out of sight. In the back of the body on the left-hand side above the platform is mounted a door which may be used by the speaker when making an address from the platform. This door may also be used as an emergency door. Provisions are also made on the rear end of the roof to receive an awning. Toward the front of the body opposite the driver on the right-hand side is an outward-folding, jack-knife type door. The car is equipped with windows known as Brown's Patent Anti-Rattling, frictionless, fool-proof and weather-proof, aluminum windows. These windows may be raised the full height and are adjustable in several heights. On the outside over each window are mounted white linen shades. The interior throughout the entire car is finished in silver gray. Inside the body and back of the sign-box below the roof is mounted a 20-gallon water-tank, thus making it possible to have running water through the car. The tank is filled by a hand-operated pump which is mounted toward the front of the car on the left-hand side. When the tank is to be filled, one end of a hose is connected to the pump and the other end may be placed in a receptacle containing water or may be placed in a creek or river, and the pump operated. Between the driver's seat and left-hand wall of the body is a wicker chest which is accessible with a clothes-pole which extends adjacent to the wall of the body. On the opposite side of the wardrobe is built a lavatory 21 inches by 23 inches which has an 18 inch door. The lavatory is equipped with a wash-bowl and has running water. A drain pipe extends down through the floor. In front of the lavatory is built a cupboard to hold cooking utensils and supplies. A two-burner oil-stove is mounted on top of this cupboard. On the back of the lavatory is built a writing desk with drawers; above the desk is a three-shelf bookcase with glass doors. On the opposite side of the desk and back of the wardrobe is a couch 24 inches by 26 inches long. The base of this couch is a box which is accessible by lifting the seat cushion. In this box may be carried the bed-clothes. When the couch is desired to be used as a cot, the seat cushion is drawn forward, permitting the back-rest to slide down over the seat-box. The seat cushion is supported by legs at the front, thus forming a cot 48 inches by 76 inches. Opposite the couch back of the writing desk is carried a 12 by 12

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